THE ANNUAL REPORT OF THE COM PANY ISSUED YESTERDAY. Remarkable Increase in Mileage and in Passenger and Freight Earnings-Large Outlays for Permanent Improvements—Stock Purchases Made in Connecting Lines.

In the annual report of the New York Central and Hudson River Railroad issued in pamphiet form yesterday there is an unusual amount of fact and comment. The financial showing for the fiscal year ended on June 90, 1900, is unprecedented, and the statements made over the signatures of Chairman Chauncey M. Depew and President S. R. Callaway show that the process of development of the New York Central system is still under way. This announcement is made:

The Board of Directors has considered it to be for the best interests of this company that it should become a shareholder in certain railway co panies operating between the Atlantic seaboard and the Mississippi River. With the approval of the board therefore there have been made from time to time purchases of the stock of the Lake Erie and Western Railroad Company, the Cleveland, Cincinnati and Chicago, and the Chesapeake and Ohio

With regard to the Boston and Albany lease the following statement is made "Under the laws of Massachusetts the lease required tho approval of the Legislature of that State, which did not receive until July 17, 1900. As the act giving the legislative consent imposes have them submitted to the directors and stock. holders of each company for their assent, The result will be announced in the next anpual report."

No reference is made in this report to the New York Central's attitude with regard to the Pennsylvania Railroad Company's purchase of the

other lines the total mileage owned and controlled by the New York Central has been in-creased during the year and is now 10,281 miles. This does not include the company's half inter-est in the Chesapeake and Ohio Railroad. A number of important changes and improve-nents have have been specifically and improve-

entire capital stock of the company, or 11.4 per cent, of the net earnings. The saving in interest under the operation of the refunding plan during the year was \$512,776.

Following is a comparative statement of the earnings and expenses of the New York Central for the last flocal year:

1900. 1899. Changes. Grosseam. \$54,562,952 545,124,016 Inc. \$6,485,936 Oper. expen. 54,051,586 50,171,157 Inc. 3,880,429 Net earn's\$20,511,306 \$17,952,859 Inc. \$2,558,500 Other inc. 4,716,744 4,336,252 Inc. 380,493 Total inc. \$25,228,110 \$22,289,111 inc. \$2,938,999 Int. rents and taxes. 16,949,083 16,301,236 Inc. 647,847 Balance . \$8,279,027 \$5,987,875 Inc. \$2,291,152

Balance \$7,979,027 \$5,687,875 Inc. \$2,291,152 Dividends 4,837,500 4,000,000 Inc. 937,500 Surplus . \$8.041,527 \$1,687,875 Inc. \$1,353,663

Deduct payments incidental to refunding, 240,330 Total surplus

...\$11,754,889

Previous surplus. 10,797,497

Total surplus. 10,797,497

Total surplus. 11,754,889

Freight earnings increased \$4,993,005, of which \$1,815,574 was due to additions to the company's system; the remainder of the increase, \$3,170,430, was a gain of 10,00 per cent, over 1898-69. The toinnage increased \$6,832,-912 tons, of which \$5,950,401 tons were the result of increased road mileage. Passenger earnings increased \$1,583,779-10, of which \$165,027,29 was the result of the larger road mileage operated; the remainder, \$1,417,851.87, represented an increase of 10.2 per cent.; of this latter amount, \$1,003,223,42, or 77 per cent.; was derived from traffic originating and terminating on the system. Business on all of the leased lines showed improvement, and the statistical reports furnish abundant evidence of general prosperity in the communities served by the company's railroads.

In the year just closed, 2,526,336 more passengers were carried than in the similar period proceding, a gain, after deducting 384,154 due to the increase in road operated, of 10 per cent.

The earnings per mile of road increased from \$6,044,63 to \$6,666.86, or 10.3 per cent.; and the density of passenger traffic (passengers carried one mile per mile of road) from 290,656 to 504,788, or 49 per cent.

President Callaway says: "Although the expense of conducting transportation increased \$1,177,677.80, its percentage to gross earnings, it will be observed, has decreased about 4 per cent. in two years. A large proportion of the increase may be traced to the addition of the Fall Brook system, and the balance is the natural outcome of so large an increase in the volume of traffic handled. The increase of 1,329,666 miles in freight per train mile, therefore, increased from 361 tons to 398 tons, or thirty-seven tons; and on the main line of the New York Central Railroad proper the average number of tons of all freight per train mile, therefore, increased from 361 tons to 398 tons, or thirty-seven tons; and on the main line of the parent corporation:

N

the parent corporation: 1,149,951

Number of shares authorized. Number of the state of the stat 4.900,00

Total par value authorized. \$115,000,000.00
Dividend for the year 454 per cent Dividend for the year
Amount of capital stock per mile of
road owned (819.45 miles) \$140,888.08 road owned 1819, 45 miles) \$140,388.03

The total number of stockholders of record at the last election was 10,234. The present Executive Committee of the company is somposed as follows: Chauncey M. Depew and Samuel R. Callaway ex-officio, William K. Vanderbilt, Frederick W. Vanderbilt, J. Pierpont Morgan, Samuel F. Barger, H. McK. Twombly and William Rockefeller.

NORPOLK AND WESTERN'S YEAR. President Fink in the Annual Report Justi-

fies Expenditures for Betterments. The annual report of the Norfolk and Western Railroad was issued yesterday and it was received with more than ordinary interest because this is the first report from this company since the Pennsylvania Railroad took a hand in its management. President Henry Fink comments on the marked improvement in the rate situation in trunk line territory and justifies the conservative policy of the Norfolk

and Western management as follows: "The good results of the operations for the last fiscal year are due in a measure to the policy of the company of improving its property and facilities. The large expenditures on this account since its organization placed the company in a position to take advantage of the good times in augumenting the vantage of the good times in augumenting the volume of its traffic. As a large percentage of the company's revenue from freight is derived from the transportation of articles of the lower classes, which have to be carried at rates that yield but a small profit, it is obvious that in order to obtain satisfactory results

the company must be in a position to handle a very large volume of traffic and at the lowest cost practicable.

"The work of improving the property and augmenting the company's facilities should therefore be continued. While the company is under a disadvantage in the narrow markin of profit in the rates per ton mile compensation is to be found in the fact, mentioned above, that so large a percentage of its traffic is local to its line of road, therefore in a measure within its control, and under favorable trade conditions and with ample facilities susceptible of great development.

The following comparative statement shows the earnings and expenses of the company for the year ending June 30:

Gr'as e'rn'ga.\$14.091,004\$11,427,159 Inc.\$2,263,865 Op.expenses. 8,501,095 7,989,108 Inc. 561,992 Netearn'gs. \$5.589,909 \$8,888,036 Inc. \$1,701.873 Other income. 73,562 28.884 Inc. 50,198 T't'l income \$5.663.471 \$5.911.400 Inc. \$1.752.071 Pixed charges 2,278.659 2 241.714 Inc. 31.920 Balance \$3.389,832 \$1.869,886 Inc.\$1,720,146 Deduction 1,520 7.444 Dec 5,924 Balance \$8,568,312 \$1,662,242 Inc. \$1,726,070 Preferred div. 909,748 Surplus \$507,930 \$1,862,242 Dec \$1.154,503 Prev surplus 1,503,502 P'ft & lo's a'ps 1,811,441

The gross revenue from freight traffic shows a galacter the preceding year of 21 per cent, and the revenue from passenger traffic shows a gain of 15 per cent

ST. PAUL'S EARNINGS. pany's Annual Report.

A Year of Prosperity Indicated by the Com

Advance copies of the thirty-sixth annual report of the Chicago, Milwaukee and St. Paul Railway Company were issued yesterday has continued the policy which has prevailed for several years past of making improveoperating expenses when the earnings justify The principal items of improvements charged as operating expenses are new passing, side and spur tracks; ballasting lines not heretofore ballasted, strengthening bridges and new fences, new freight and passenger stations, improvement of grades and alignment and elevation of tracks at Chicago. It has seemed prudent also to charge operating expenses with the cost of building cars during the year past against the time when there will be a large number of small cars to be retired from service.

Gross earnings
Operating expenses, including taxes 28,420,837.01 Total \$13.608,610.66 Fixed charges—interest on bonds 8.633,170.41

Balance above all charges

As compared with the previous year there is an increase of \$3.574.059 in gross earnings; an increase of \$4.458.000 in operating expenses and a decrease of \$83.394 in net earnings. The earnings from freight traffic were \$31.220.217, or 74.54 per cent, of the total earnings. This is an increase of \$2.440.994, or 8.50 per cent. This is an increase of \$2.440.994, or 8.50 per cent. The number of tons of freight carried per loaded car was 12.20, against 11.84 last year—an increase of 3.04 per cent. The number of tons of freight per freight train mile was 205.13, against 18.58 last year—an increase of 9.04 per cent. The revenue from freight per freight train mile was \$1.674, as against \$1.744 last year—an increase of 9.09 per cent.

The earnings—an increase of \$199.592.31 over the previous year, or 13.57 per cent. The number of passengers carried was 8.677.822—an increase of 1.000.053, or 13.03 per cent. The number of passengers carried was 8.677.822—an increase of 1.000.053, or 13.03 per cent. The number of passengers carried one mile was 328.178.516—an increase of sentences of 1.000.053, or 13.03 per cent. The number of passengers carried one mile was 328.178.516—an increase of sentences of 1.000.053, or 13.03 per cent. The number of passengers carried one mile was 328.178.516—an increase of sentences of sentences

or cent.; the average miles each passenger carried was 37.82 miles—an increase of

c. \$2,291.152

was carried was 37.82 miles—an increase of .05 miles, or 13 per cent.

President Miller says: "The cost of operation has been considerably increased during the year by the increased cost of material, fuel and supplies of all kinds, and also the increased cost of labor in maintenance of way. There was an increase in the average cost of the principal articles of material consumed during the year as follows: Rails, \$7.82 per ton: ties, 8 cents per tie; coal, 11 cents per ton: humber and timber. 31.50 per thousand feet.

The payments of the company for labor directly employed in its service during the year were \$15,502,731.20, as compared with \$1,730,-12.92 last year; and for material and supplies \$11,647,630.06, as compared with \$7,704,004.27 last year.

\$11,647,630,05, as compared with \$7,704,004.27 last year."
In the expenditures pertaining to conducting transportation there was an increase of expenses of \$708,450, as shown by the following items: Station service, \$226,376,61: conductors, baggagemen and brakemen, \$47,266,73: engineers, firemen and wipers, \$116,381,27; train and station supplies, \$57,356,02: fuel consumed, \$260,277,81: oil and waste, \$9,295,13: rental of tracks and terminals, \$92,358,90. In switching charges there was a decrease of \$19,552,52.

The total funded debt of the Chicago, Milwaukee and \$4. Paul Railway Company at present is \$136,521,500. The total capital stock is \$87,001,500, divided into \$40,454,900 of preferred and \$47,146,600 of common.

Following is a comparative summary of operation of the road for the past two years:

GROSS BARNINGS. .. \$38,310,632.49 | Increase .. \$8,574,059.51 OPERATING EXPENSES. . \$23,962,835.82 | Increase . \$4,458,000.19

NET EARNINGS. 13,463,854.99 Decrease ... \$883,940.68 GROSS EARNINGS PER MILE OF ROAD. \$6,225.61 6.598.74 Increase. \$875.13 OPERATING EXPENSES PER MILE OF ROAD. \$3.894.04 | Increase \$588.58

NET BARNINGS PER MILE OF ROAD. FREIGHT EARNINGS PER MILE OF HOAD. 1899.....\$4.675.75 1903.....\$4.918.60 Increase.....\$242.85 PASSENGER, MAIL AND EXPRESS EARNINGS, PER MILB OF ROAD.

AVERAGE MILES OF ROAD OPERATED DURING 1899............6,153.72 1900.........6,847.38 | Increase..... The company now owns 830 locomotives and 482 passenger cars of standard gauge and 7 locomotives and 4 passenger cars of narrow gauge. It has altogether about 36,000 freight cars.

COLONIAL BANK'S PLANS.

That for Making It a National Bank Likely to Fall Through.

A meeting of the directors of the Colonial Bank of San Juan, Porto Rico, who live in this city was held at the office of Muller, Schall & Co. 54 Wall street, yesterday. William Schall, Jr., President of the bank, received notice on Thursday from the Comptroller of the Currency that the application which Mr. Schall made last April on behalf of the bank to change it into a national bank had been approved. The bank has an authorized capital of \$1,000,000, of which \$400,000 has been subscribed. The approval of the Comptroller is conditional upon certain things, among them that the directors must all be United States citizens. Only five out of eleven are now

that the directors must all be United States citizens. Only five out of eleven are now United States citizens.

The directors who met yesterday were, besides Mr. Schall, Peroy Chubb, Charles N. Russell, Hoffman Miller and E. Pavenstaedt. The last named is not a United States citizen, and of the six directors in Porto Rico only one is—E. L. Arnold, the cashier. It was decided at the meeting to obtain the views of the directors there. The indications, however, pointed to the plan of change being knocked on the head. One of the chief things in the plan's favor at the time the application was made to the Comptroller was that only a national bank could be a United States depository, but late in April Congress passed a law authorizing the Secretary of the Treasury to designate other banks as United States depositories, and the Colonial Bank has since been made one. About all that would be gained now by making it a national bank would be in the matter of allowing it to issue circulation.

Wall Street Notes. Elverton R. Chapman of the Stock Exchange firm of Moore & Schley, who has been abroad firm of Moore & Schley, who has been abroad for the past two months, returned to this city yesterday on the steamship Auguste Victoria. Currency transfers to New Orleans amount-ing to \$125,000 were arranged at the United States Sub-Treasury yesterday. There was paid out in redemption of bonds less than \$6,000, whereas on the day previous more than \$137,000 was the paid. Financial.

TO THE HOLDERS OF 5% Equipment and Collateral COLD BONDS, due 1919, (SECOND SERIES) Mexican Central Railway

Company, Ltd Notice is hereby given that in conformity with the terms of the Agreement of Sale dated 2d October, 1899 between the Mexican Central Railway Company, 1.4d., and the Old Colony Trust Campany, Trustee, bonds bearing the following numbers, viz.: have been drawn by lot for redemption by the under-signed in the presence of George H. Butters. Notary Public and that the same should be presented for payment, at par and accured interest, at the offices of either the Old Colony Trust Company, Boston, Massa-chusetts, the Manbattan Trust Company, New York, or Messrs. Glyn Mills. Currie & Company, 67. Long-bard Street, London, E.C., on or after 1st Cotober, 1900, on which date interest on said bonds will cease.

OLD COLONY TRUST CO., Trustee By FRANCIS R. HART. Vice-President. Countersigned: GEORGE H. BUTTERS, Notary Public.

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Dividends and Interest.

THE AMERICAN STEEL AND WIRE CO. OF NEW JERNEY.

No. 71 Broadway, New York, September 4, 1900.
At a meeting of the Board of Directors held this day a quarterly dividend of one and three-quarters per cent, upon the preferred stock of this Company, payable October 2, 1900, was declared, payable to the stockholders of record at the close of business upon September 17, 1900.

For the purpose of paying the said dividend, the transfer books of the preferred stock of the Company will be closed upon September 17, 1900, and reopened October 3, 1900.

The dividend of one and three-quarters per cent, on the common stock, declared on January 29, 1900. The dividend of one and three-quarters per cent. on the common stock, declared on January 29, 1900, payable October 2, 1900, to the holders of the common stock of record September 17, 1900, will be paid on October 2, 1900, as declared.

For the purpose of paying the said dividend, the transfer books of the common stock of the Company will be closed upon September 17, 1900, and reopened October 3, 1900.

F. E. PATTERSON, Assistant Secretary.

THE HAVANA-AMERICAN COMPANY,

No. 1822 Avenue A. New York City.

No. 1822 Avenue A. New York City.

DIVIDEND NOTICE No. 3.

The Board of Directors of The Havana-American

Company has this day declared a quarterly dividend
of ONE AND THREE QUARTERS PER CENT
upon the Preferred Stock of the Company, payabe on
and after September 15th, 1990, to the stockholders of
record at the close of business on September 11th,
1990. 900.
The Transfer Books of the Preferred Stock will be closed on September 11th 1900, at 3 o'clock P. M. and will be reopen don September 17th, 1900, at 10 o'clock A. M. Checks will be mailed.
September 5th, 1900, SOL ROSENER, Secretary.

THE DELAWARE AND HUDSON COMPANY,
I New York, Aug. 29, 1909.—A quarterly dividend
of ONE AND ONE QUARTER (14) PER CENT. on
the capital stock of this company will be paid at the
office of the Company, 21 Cortlandt Street in this city,
on and after Saturday, Sept. 15, 1900. The transfer
books will be closed from the close of business to-day
until the morning of Monday, Sept. 17, 1900.

By order of the Board of Managers.
CHARLES A. WALKER, Treasurer

Clections and Meetings.

THE ANNUAL MEETING of the stockholders of THE ANNUAL MEETING of the stockholders of
the Providence and Stonington Steamship Company will be held in the office building of the New
York, New Haven and Hartford Raliroad Company,
room 303, Providence, R. I., on Wednesday, September 19th, 1900, at two o'clock in the afternoon, to cleet
directors, to consider a change in the method of calling
annual and special meetings and to transact such
other business as may be properly submitted
. The politawill close at 2:15 P. M. on the day of the
meeting.

EDWARD G. BUCKLAND.

Scentary. Secretary. Providence, R. L. September 1st. 1900.

TUNIS LUMBER COMPANY IN TROUBLE. Receivers Appointed for the Concern, Which Has Large Holdings in the South.

BALTIMORE, Md., Sept. 7 .- Judge Edmund Waddill, Jr., who is sitting in the United States Circuit Court, appointed Theophilus Tunis and H. B. Nichols receivers of the Tunis Lumber Company to-day under bond of \$50,000 each. The receivers were appointed by consent on the petition of Georgeans H. Wilson, who alleges that she is a judgment creditor of the company in the sum of \$53,753.88, and that the suit is in equity because it involves a controversy between citizens of different States She also alleges that the company, anticipating She also alleges that the company, and capedal a large future business, made large expenditures for the purchase of timberlands, the deferred payments of which are still maturing and unpald; that large book accounts are due it, not readily collectible by reason of the falling and depressed state of the lumber market, and that sales are not readily made on this account also.

and that sales are not readily made on this account also.

It is alleged also that the company has had to provide funds for current expenses other than the ordinary revenues, and that these extraordinary resources have been about exhausted, so that now the company is embarrassed by the large demands constantly maturing against it. She asserts that, though the company's assets are larger than its obligations, it is insolvent.

assets are larger than its obligations, it is insolvent.

The property of the company, which is incorporated under the laws of West Virginia, is in Virginia, North Carolina and Maryland, where it owns large and valuable saw and planing mill plants, real estate, wharves, docks, slanting timber, manufactured lumber and raw material. Its principal office is in Norfolk, and Mrs. Wilson says that she filed a similar bill of complaint vesterday in the Circuit Court of Virginia, and that Messrs. Tunis and Nichols were appointed receivers.

Sheriff Takes Possession.

The Sheriff has received an attachmen against the American Aluminum and Specialty Company of 10 and 12 Reade street for \$671 in favor of George P. Bedford, and has put a keeper in the company's place of business. Mr. Bedford was formerly with the company, which was incorporated in 1809 under New York laws, with a c-pital stock of \$10,000. FINANCIAL AND COMMERCIAL.

FRIDAY, Sept. 7. There was a fair business in stocks to-day, and while the changes in prices were not im-portant, the tendency was toward a higher evel. While at interior points exchange has turned against New York, there is no flow of money to the West and the movement to the South is of trifling proportions. The complete relaxation in foreign exchange is the result of a flood of commercial bills. There is at pres ent no probability of a renewal of gold exports. If there are to be no further shipments there can hardly be any real stringency in money this fall, although rates may go to a somewhat higher level.

The rise in cotton increases the interest in th Government monthly crop report which will be issued on Monday next and will show the condition of the growing crops on Sept. 1. The inference is that the condition of cotton will be shown to have sustained a serious decline since the issuance of the August report. If the crop of cotton is to be small, it follows that the price of the staple will rule high, so that the planter will not suffer materially, the loss ni yield being largely made up by the gain in price. railroads will have less cotton to carry, but they may raise the rate on it in keeping with the rise in the cotton itself. It is a practice to base railroad rates, in a large measure at least or the value of the articles transported. How ever, the railroads of the South are not depending as much on cotton for their tonnage as for merly, but more on miscellaneous traffic. sources of wealth in the South are steadily becoming more varied.

While corn has been badly injured in son sections, its condition is unusually good in others, and it is believed that the Government report will indicate a heavy total pro duction. Large crops are not so essentia to the grain carrying roads as in the past, as s disclosed by their current earnings. general traffic of the roads has expanded wonderfully and insures revenues for fixed charges and dividends. Taken as a whole the position of the railroads of the country is strong, and a recognition of this fact by investors has greatly diminished the market supply of many ssues. There has been an almost complete revolution in railroad management and defaults and receiverships are things now practically unknown. Therefore, railroad securi-

ties are reasonably safe purchases. There was something of a scramble to cover shorts in Brooklyn Rapid Transit, with a sharp advance in the price of the stock. Missouri on talk that dividends on the stock were to be resumed. The Reading issues and the other anthracite stocks were depressed by the prospect of a miners' strike. The attack on Peo- Elee V pf. 40 ple's Gas was resumed and the stock fell off in price. A gas war has been started in Chicago, and there is no telling how long it will last. In the end the People's company probably will absorb the Ogden company. There was a fair inquiry for Sugar Refining, which

New York Stock Exchange-Sales Sept. 7. UNITED STATES AND STATE BONDS (IN \$1000s). 5 U S 38, 6...... 109% NEG&CS 13% CLOSING PRICES OF UNITED STATES BONDS. Bit Asked. Bit Asked.

1980 103% 104% 1925 133% 134% US 48. c. US 68. c. 29. US 68. c. 29 US5s, r. 1908, 1918.... 109 110 US5s, r. 1904....112% 113% US 58, c. 1808 US 58, c. 1918....109 110 1904....112% 113% U S 3s. c. 1908 U S 4s, r, U S 3-058 1 1907 114% 116% 1924 DC122 -

RAILROAD AND OTHER BONDS.

| U. S. & A. | 1807 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 | 11

Total sale of bonds (par value) \$882,000 RAILBOAD AND OTHER SHARES. High Low Close est est ing. 200 Am C& PCo 15 200 Am Ice.... 3414 3314 250 Am Smelt. 3614 3614 3 3 3 4 -300 Am St Hoop 20 100 Am St H pf 67% 194 20 5680 Am Sugar. 1204 119% 1204 8685 Am S& W. 36% 160 Am S& Wp 75 36% 75 440 Am Tin Pip 80% 80 80% + 320 Am Tob Co. 94 94 300 Anaconda.. 454 45 200 AnnArborpf 46 2700 AT&SF. 284 28 2814 4138 AT&SFp 70% 1900 Balt & Ohio 72% 72% 38660 Br'k'nRapT 56 125 Can South. 4916 4916 4914 + 34 150 Can Pacific 874 874 2570 Ches & Ohio 284 284 87% -28% - 14 600 Chi & N W . 1625 162 425 Chi & NW p207 204 2290 Chi Bur & Q125 4 125 4 125 4 — 150 CG W deb.. 834 834 834 + 150 Chi I & L... 23 23 23 — 8630 Chi M&St P1144 113% 114% 150 Chi RI& P106% 106% 106% 1050 Chi Term p. 30 30 30 180 Col Puel& L 3514 3514 3514 662 Con Gas. .. 1724 1714 1724 300 Dei & Hud. 111 1104 1104 130 DendeRG pt 67% 67% 810 Fed Steel 35% 34% 100 Gas&EBCo 78% 78% 1160 Gen Elec... 14 15 1395 1395 - 5 O Glucose.... 52 51% 51% - 14 O Hock Val pf 63% 63% 63% 520 Glucose. 393 Illinois Cen. 116 116 116 11615 200 Inter Power. 29 29 29 + 34 200 Iowa Cent 1814 1814 - 34 1250 Kan C So... 914 9 914 - 34 1250 Kan C So... 914 9 93 171 Kan C So pf 30 30 30 500 Lou & Nash 214 714 7214 710 Manhattan. 92 914 92 91% 15414 + 14 3114 + 14 5214 + 94 3314 + 94 400 Met St Ry .. 1541 154

1550 M K & Tp. 32 31% 23460 Mo Pacific. 52% 51%

34% 400 Nor & West. 100 Nor & W pf. 7614 210 Nor Am Co.. 1520 Nor Padfic. 51% 287 Nor Pac pt. 7114 263 Ont & West. 2114 865 Penn R R. . 128% 1284 1284 29010 Peo Gas... 93 111 PCC&StL pt 83 320 Pres Su Car 3914 330 P Stl Car pf 72 200 Reading 6960 Reading 1p 86% 1050 Reading 2p 2714 250 Rep Steel .. 12% 400 St J&G I 1p 49% 200 St J&G I 2p 16 100 St L&SF 2p 33% 250 St L&S W 12% 334 124 12% 4320 St L&S Wp 30% 3014 4275 South Pac. 34% 8154 Sou Ry Co. 1214 6305 Sou Ry Cop 5514 3200 Tenn C & I. 7136 1650 Texas Pac. 1516 121 U Bag&P p 65% 65% + 74 4950 Union Pac. 57% 460 Union Pacp 7414 7414 + 420 US Leath .. 11 4470 U S Rub ... 30 29% -300 Wabash pf. 1814 150 W&LE 1p 4814 4814 48% +1% 200 Wis Cent p. 37 Total sales of stocks 186.524 shares. · Ex-dividend. 83 Nat Salt of 68% 15 Nat Su pf. 100 4% NY EI V T

120 Nat Bis pf. 8514 110 Nat Lead pf. 8814

150 Nat Tube ... 4814

481 Nat Tube pt 93%

100 NYCASIL 1114

410 N Y Central 1314 131

962 N J Central . 1 3 2

9314

13114

1 114

511 Nat Steel pf.

OUTSIDE SECURITIES-CLOSING QUOTATIONS. Amal Cop 88% 88% Ill Trans. Bid. Asked. Am WCoc 12% 13 Inter SP c 18% Am WCot 68 70 Inter SP pt 68 Am W Cof 68 Am G bds 106% 106 Nat Gram 25 B&NYF 17% 19% Nat Salt a. BANYFbd 82 B Col Cop. 11% 11% New Eng T Cast I Po 3% 4% NY EIVT 7% Cast I Pot 25% 82 Otts Ele c. 26% C& A subs 1 0 3 % 1 0 4 % Otts Ele of 8 8 C & A n 3s 93% 94% PG&EC of Com Air... 30 31 O bonds. 31 O bonds 99% 101 91% P G & ECo Con Gas d 90 20% Rub G c .. 29% 20 Rub G pt .. 75% Dis of A of 19% 20% Rub G c. 35 RBPc... 100 105 Elec B pf. 30 22 RBPpf. 919 50 SCLAHCLIS 9 1% Elec Pneu 2% Stan Oll.. 537 640 Fiem C&O 21% 25 StorPower 13 9% WorthP pf 108 112 Hay C Coc BOSTON CLOSING QUOTATIONS. Bid. Asked.

-- Arcadian. 19% 21 E Bos L'd W End L. 98 Atlantic. 23 Eric Tel. Baltic 171 Bingham. 12% 13 Bos & Mon 3 19 321 Butte & B 62 Dom Coal 41% 43 C & Heela 733
Dom C pf . — 111 Centennial 17 24% Cochiu. Mass El pf 76 Merg'nt'ier 188 190 Isle Royal. 30% U Shoe of 24 24% O C (cop't) West El pf 63 Bos & Alb -- 250 Osceola... 69
Bos & Me 188 100 Parrott.... 425 Boston El 148% 149 Quincy ... 143 146
Cen Mass. 14 15 Rhode Isl. 2% 3 - Santa Fa. 4% Tamarack220 222 Fitchb'g c 90 Fitchb'g pf 138 138% Tri-Moun. W End R. 93% 94 Usah Con. 31

A. TASFOI 71% 70% NAW pt. 76% 76% Shirm's 318,400 140,110 195,000 20,000

single names, one receivable other names, 44/205 per cent.

Sterling exchange was firm and slightly higher for demand until near the close when the market ensed off. Long was weaker. Continental exchange was quiet. Posted rates for long bills, 34.84%; sight drafts, 34.88. Actual rates are: Long bills, 34.83%44.83%; sight drafts, 34.872244.87% and cable tran-fers, 34.87%24.88 Francs were quoted 5.18425.184 for long and 5.16425.184 for long and 5.16425.184 for short: reichsmarks, 94.7-1020 94.9-16 for long and 95.8205% for short: guilders, 40240.1-16 for long and 40.3-16240.44 for short. Domestic exchange on New York: Boston 40@401-16 for long and 40 3-16@4014 for short.

Domestic exchange on New York: Boston, 10@15c. discount. Charleston—Buving, 1-16c., discount: selling, par. Savannah—Buving, 1-16c., selling, 1-16c. premium. New Orleans—Bank, 31 premium; commercial, \$1 discount. San Francisco—Sight, 5c. premium; telegraph, 75c. premium. St. Louis, 5cc. premium. Chicago, 50c. discount. Cincinnati—Between banks, 175c. discount; over counter, 50c. premium.

The imports of dry goods for the week ending to-day were \$2,201,883, against \$1,825,156 last week and \$1,564,295 for the corresponding week of last year. The amount marketed was \$2,000-

716, against \$1,873,050 last week and \$1,885,646 for the corresponding week of last year. Railway gross earnings for August compared with those of the same month o last year as

The Lake Shore and Michigan Southern Rail-road Company for the quarter ended June 30 Gross earn. \$6,307,163 \$5,665,050 Inc. Oper. exp... 3,853,659 3,807,355 Inc. Net earn. \$2,453,504 \$1,857,695 Inc. \$595,809 Other inc. 58,785 72,660 Dec. 18,875 Total \$2,512,289 \$1.93 ,355 lic \$581,954 Fix'd ch'r's 918,785 957,660 Dec. 43,875 Surplus \$1,595,504 \$972,695 Inc. \$625,809 The general balance sheet shows cash on hand, \$2,440 281, and a profit and loss surplus of \$9,780,822.
For six months ended June 30:

1900. 1892. Changes Grossearn. \$12,728,38 \$11,005,132 Inc. \$1,723,250 Oper. exp. 7,683,653 7,204,185 Inc. 479,470 Net earn. \$5.044.729 \$3.500,849 Inc. \$1,243,780 Other Inc. 143,787 124,705 Inc. 19,082 Total ... \$5,188,516 \$5,925,654 Inc.\$1,262,862 Fix'd ch'r's 1,853,767 1,894,705 Dec. 40,918 Surplus .. \$5.334,729 \$2,080,949 Inc \$1,303,780 The Central New England Railway Company reports for year ended June 30:

Gross earns \$695.646 \$300.698 Inc. \$394,948 Op'at'g exp. 557,976 216,945 Inc. 341.031 \$83,753 Inc. 3,097 Inc. Net carns. \$137,670 Other inc. 8,447 Total inc. \$146,117 Fixd chrgs. 150,921 Deficit. . \$4,805 sur. \$20,677 Inc. \$34,450 T't'l surplus June 30 . . 24,872

Trisurgius

June 30. 24,872

Bettermenta. 2,558

The local movements of money this week are described by the New York News Bureau as follows: "The broken bu-liness week may be the cause of apparent unusual features in the known movements of money this week. However that may be, the fact is that for the first time in some months the figures of the direct express movement of money show a loss instead of a gain to the local banks. The excess of shipments was because of heavier outgo by a single bank, and this may prove to have been accide ital. At the same time, the South is beginning to call for money, though so far on a moderate scale. Aside from the direct express shipments transfers of currency to the South is beginning to call of last week a little better than \$50,009 a day. The net result of the known movements of money this week is a gain of \$1,752,202 by the local banks, all of which is due to an excess of payments of \$1,840,000 by the Sub-Treasury. The net result of the direct movement by express to and from the interior was a loss by the New York banks of \$487,738. The receipts of gold at Pacific Coast points in the week beginning Aux. 31, for all of which credits were used at the N·w York Sub-Treasury, agreement by the sub-Treasury on account of the receipts by the local banks, and the sub-Treasury to a coroning the ender principally for customs, the receipts on this account on a single day approximating \$1,000,000. The banks shipped direct by express against the local 2,007,600.

Bradsreaf's reports the number of failures for the week ending to-night as 154 against 165 for the week ending to-night as 154 against 165 for the week ending to-night as 154 against 165 for the week ending to-night as 154 against 165 for the week ending to-night as 154 against 165 for the week ending to-night as 154 against 165 for the week ending to-night as 154 against 165 for the week ending to-night as 154 against 165 for the week ending to-night as 154 against 165 for the week ending to-night as 154 against 165 for the w Bradstreet's reports the number of failures for the week ending to-hight as 154 against 165 last week and 123 the corresponding week last

The receipts of the Government to-day were: The receipts of the Government to-day were: Customs, \$1,039,626: internal revenue, \$985,485, and miscellaneous, \$16,724, a total of \$2,041,835. The disbursements were \$2,165,000, an excess of expenditures over receipts of \$123,165. The receipts of the fiscal year to date have been \$109,408,725 and disbursements, \$114,474,851, an excess of expenditures over receipts of \$5,006,126.

\$5,006,126.

The official count of the cash in the Treasury to-day, not including the gold reserve of \$150,000,000 and \$735,141,679 in gold, silver and notes, against which certificates are outstanding and compared with that of yesterday, shows: Gold coin, bullon and certificates 568,537,144 568,504,867 Silver dollars, bullon and certificates 1,566,150 11,556,433 United States notes 26,526,050 26,604,860 Other assets 27,725,904 28,107,108 Net avail, cash bal \$134.161,248 \$134.378,268

The Treasury to-day received bonds to the amount of \$74,000 to be exchanged for the new 2 per cent. bonds of 1930 under the Refunding sot. The total amount of bonds received to date is \$331,175,150. Money in London, 2½@3 per cent. Rates of discount in open market for short and three months' bills, 3½@3½ per cent. Paris advices quote 2 per cents, 101 france 22½ centimes. Exchange on London, 25 francs 16½ centimes.

FRIDAY, Sept. 7. - GRAIN - Wheat - Spot was less active and easier. Sales, 266,000 bush, for export here and at the outports. No. 2 red in elevator, 76%c.; No. 1 Northern Duluth, 2140. over December: No. 1 hard, 5c. over. Northwestern receipts were 483 cars, against 894 last week and 821 last year: Chicago, 328 cars, against 325 last week and 91 a year ago. Futures closed Mc. to %c. higher. Sales 2,150,000 bush. Prices as

ing. Night.
44% 44%
40% 40%
40% 40%

New York: Wheat. Corn. Oats Rye. Barley. Receipts. 86,025 20,025 161,100 975 1,100 Exports. 56,710 180,278 15,695 Chicago: Receipts 340.650 272.600 475,825 6,800 47,000 Shipm'ts. 17,282 92,471 366,360 11,395 Shipm'ts, \$18,400 140,110 196,000 20,000
The wheat market was a small affair to-day. At the

A.T&SFpt 71% 70% N&W pt. 70% 76%
Am Set. 191% 120% Nor Pac c. 51% 51%
Am Tob. 98% 94 NorPac c. 51% 51%
Am Tob. 98% 94 NorPac c. 71%
Am SteelH 19% 20 N Y Cen. 131% 131%
Am Set H 19% 20 N Y Cen. 131% 131%
Am Set M 50% 36% N Cen. 132% 131
Brook RT 53% 50% O West. 21% 21%
B & 0... 72% 72% Peo G & C 92% 90%
Can Pac. 90% 95% Reading . 16% 16%
Con Pac. 90% 95% Reading . 16% 16%
Cons G C172 172% Reading .

straights. 33.40 \$43.55; patents. \$3.90 \$4.10. Rye flour. \$2.60 \$3.50.

COTTON—Spot cotton here was unchanged. Sales of 117 bales for spinning. Midding uplands. 104cc., against 6.7-16c. last year. New Orleans and Guif, 105cc. against 6.1-16c. Southern spot markets were strong and generally 1-16 to yic higher. Liverpool advanced 3-16d. on the spot, with sales of 12.000 bales; futures opened 4 to 7 points higher, but closed 1 to 8 higher on September and October and 2 to 4 lower on other months. The movement to-day was as follows:

Last Lass | Lane | Veek | Port receipts | Poday | Veek | Veek | Port receipts | Poday | Veek | Poday | P 106,487 8,722 10,211 39.727 Last year ... 92 307 84 268 Port exports, 1,753 bales. New Orleans closed 10 to 23 points lower. Futures here closed weak at a

9.25

January 1,000 7.55 7.58 7.50 07.65 April

. 7314-96 7896 7816 7814 94 7816 . 7414 7415 74 7414 7416 38 3576-6 2154 2154 2114 2156 2156 2114 0, 7236 .6.45 6.60 6.42% 6.50 6.42% 7.27% 7.87% 1.18 Sept 7.8716-80 7.40

7.12% 7.20 7.07% 7.17% 7.10 .0.85 5.92% 5.82% 5.92% 5.88 Oct10.9734 11.0234 10.85 11.0234 10.90
Jan11.00 11.20 11.00 11.20 11.03 OTHER MARKETS. Open High Low Clos Las

Live Stock Market.

Live Stock Market.

FRIDAY, Sept 7.

Receipts of boeves were 8,781 head, including 60 cars for export alive, 143 for slaughterers, and 15 for the market, making, with previous arrivals, 25 cars on saie. Trade opened more active than on Wednesday, and prices were firm; dosed quiet. Five cars of Texans and some late arrivals of native steers were likely to be held over. Common to prime native steers sold at \$4.40\circ \$3.8.00\$; cows at \$1,75\circ \$43\circ \$10\$ buils at \$2.40\circ \$3.8.00\$; cows at \$1,75\circ \$43\circ \$10\$ bressed beef in fair demand at last quotations chies unchanged. Exports, \$40 beeves and \$1,00 quarters of beef. Exports, \$40 beeves and \$1,00 quarters of beef, to-marrow, 1,310 beeves and \$1,00 quarters of beef, to-marrow, 1,310 beeves and \$1,00 quarters of beef, to-marrow, 1,310 beeves and \$1,00 quarters of beef, to-marrow, 2,310 beeves and \$1,00 quarters of beef, to-marrow, 1,310 beeves and \$1,00 quarters of beef, to-marrow, 2,310 beeves and \$1,00 quarters of beef, to-marrow, 1,310 beeves and \$1,00 quarters of beef, to-marrow, 2,310 beeves and \$1,00 quarters of beef, to-marrow, 1,310 beeves and \$1,00 quarters of beef, to-marrow, 1,310 beeves and \$1,00 quarters of beef, to-marrow, 1,310 beeves and \$1,00 quarters of beef, 12 quarters of beef, 10 marrow, 1,310 beeves and \$1,00 quarters of beef, 10 marrow, 1,310 beeves and \$1,00 quarters of beef, 10 marrow, 1,310 beeves and \$1,00 quarters of beef, 10 marrow, 1,310 beeves and \$1,00 quarters of beef, 10 marrow, 1,310 beeves and \$1,00 quarters of beef, 10 marrow, 1,310 beeves and \$1,00 quarters of beef, 10 marrow, 1,310 beeves and \$1,00 quarters of beef, 10 marrow, 1,310 beeves and \$1,00 quarters of beef, 10 marrow, 1,310 beeves and \$1,00 quarters of beef, 10 quarters of beeves and \$1,00 quarters of beef, 10 quarters of beeves and \$1,00 quarters

CLOSING UP THE HAMILTON BANK. Court Order Directing the Creditors to Present Their Claims Before Oct. 20.

In order to carry out the work of closing up the affairs of the Hamilton Bank, Brooklyn, which dissolved last spring, after seiling its banking house, good will and franchise to the Union Bank, Supreme Court Justice Chase yesterday granted an order directing the bank's creditors to present their claims on or before The stockholders of the Hamilton Bank will

eceive about \$140 a share.

"Spite House" Complaint Dismissed. The Richardson "spite house" case cameup again in the Yorkville municipal court yesterday. The attorney for the plaintiff in his sworn complaint had stated that Mrs. E. J. Richardson, who is occurrying the "spite house," was "tenant at will." He requested Justice hot "tenant at will." He requested stattle state of this complaint to read "tenant at sufferance." The Justice denied the request and dismissed the complaint on the ground that it was defective. A new complaint will be drawn and the case will be begun over again.

Statements have recently been circulated with much positiveness that the directors of the Long Island Railroad had practically the Long Island Railroad had practically adopted a plan for the substitution of electricity for steam as a motive power. Presiden W. H. Bakiwin, Jr., said yesterday: "Such reports are absolutely without Justification. The Long Island Railroad directors are constantly considering plans for the improvement of the property, but they have not yet reached the point of adopting an electric motor to take the place of the steam locomotive."

Oregon Ratiway and Navigation Election. At the annual meeting of stockholders of the Oregon Railway and Navigation Company, Oregon Rallway and Navigation Company, held in Portland, Ore, A. L. Mohler was re-elected President: Charles C. Beaman, general counsel; W. W. Cotton, Secretary, and F. V. Crosby Treasurer. E. S. Benson was elected a director in place of William McIntesh, and the following executive committee was chosen W. L. Bull, Henry W. Cannon, W. D. Carnish, E. H. Harriman, Winslow S. Pierce and Mcrimer L. Schiff.

Traffic officers of some of the railroads in

central truffic territory openly accuse the Balti more and Ohio Railroad of rate cutting on Chicago business. Explicit charges are made that the B. & O. has reduced rates on freight without authority, between Chicago and St. Louis Such reductions are said to have been made to meet the sharp competition of the Chicago and Alton.

TO READ "THE SUN'S" REAL ESTATE NEWS and tabular forms of daily transactions is to be better posted in this direction than those who rely on so-called Real Estate mediums where the effort but partially govers the ground -4 is